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PRESBYTERIAN UNION.

One of the marked tendencies of the times is the desire among churches of similar faith, though differing creeds, to reach some plane of union on which all may stand without sacrifice of vital convictions. An instance in point is the coming general conference of the Cumberland Presbyterian church at Fresno, a number of whose delegates spent the day in Salt Lake yesterday.

Originally, the founders of the Cumberland church were Scotch-Irish Presbyterians of eastern Kentucky and Tennessee. Living in what was then a mountain wilderness, they founded a branch of the Presbyterian church, which had as its basic article of faith and daily practice an earnest desire for the conversion of sinners, allied with primitive faith in the efficacy of prayer. They held the first camp meeting ever organized and grew rapidly in numbers and strength. Needing pastors, they ordained them from the ranks of their congregations without requiring the theological education and examination demanded by the canons of Presbyterian government, and they accepted the covenant of faith with reservation which excluded the doctrine of fatalism. Eventually the presbytery which had taken these steps was dissolved and the new church was reorganized as the Cumberland Presbytery in Dickson county, Tennessee, on Feb. 4, 1810.

The only two radical differences in church government between the old and the new church were the educational requirements of ministers and the doctrine of fatalism. With the growth of years and the modification of creeds, these differences have been practically wiped out, and the majority of leaders in both churches have become convinced that the agreement in faith should be followed by a union of organizations. There are, of course, radicals in both churches who cannot see their way clear to union, but it is believed they will become convinced of its practicability and that the union will finally be accomplished and result in increased effectiveness for both organizations.

A NOTABLE SAILOR.

Those of us who are accustomed to look upon a trip to Ogden or Provo as an undertaking that demands careful, not to say prayerful, preparation, can find food for thought in the life and achievements of Carl Baum, chief engineer of the steamship Kaiser Wilhelm II. Mr. Baum sailed into New York on his big boat the other day, and his arrival marked his 201st round trip across the Atlantic. The New York Herald, in noting his great record, took the trouble to make some calculations. It finds that Mr. Baum has, during his forty years of navigation, traversed 2,364,872 miles of salty water, equal to 105 trips around the globe, or five round trips to the moon.

Naturally, Mr. Baum views an ocean trip without emotion. That's his business. Nevertheless, the landlubber gets something of a shock from this modest statement by the great sailorman:

"Glad to get back and see the family," he asked in reply to a question. "Well," he continued pensively, "I have crossed so often that the trip seems no more to me now than does that of the suburbanite from Hoboken to New York—just a ferry boat trip. I see my family and greet them just about the way a suburbanite greets his when he gets home in the evening, and when I go the goodbyes are said in much the same way."

Think of that! Now imagine yourself stepping on a boat to cross the Atlantic and waving your hat with the same sang froid that characterizes your regular morning alight from the deck of a Waterloo car. But it's all in getting used to a thing.

Mr. Baum has some excuse for treating his voyages lightly. He appears to be a mascot of the highest type. In addition to his trans-Atlantic journeys he has made a score of voyages from Bremen to China, to South America, to Havana and to New Orleans; has never been in anything that came close to being a wreck, and has never been compelled to stop his engines at sea.

TRY TO LOOT PHILADELPHIA.

Philadelphia, the gang-ridden city, so completely the victim of organized graft that western Pennsylvania is anxious to be created a new state to escape from it, appears to have been at length aroused.

What those most familiar with Philadelphia conditions would, a few months ago, have declared impossible of accomplishment, has actually taken place. Philadelphia has shaken off its lethargy and is reaching for the throat of the gang that has been sucking its blood for almost a generation.

The awakening is due to the rapacity of the gang, which has finally gone so far that even Philadelphia is protesting.

The city owns its gas plant, which was leased to a private corporation about eight years ago under terms which permitted a share of the profits to reach the city treasury. Naturally, this did not escape the notice of the gang, which proceeded to lay plans to divert that revenue from its proper

channels to its usual channels. The present lease will expire in 1927, at which time the city will have received over \$20,000,000 in percentages from the company in addition to getting back the plant with all improvements and free from incumbrances.

So the gang proceeded to outline a scheme to get hold of some millions by means of the gas plant without waiting too long. The scheme contemplated giving the company a seventy-five year lease on the plant for \$25,000,000, the company to be permitted to maintain present prices during the life of the lease, or through seventy-five years. The scheme would make available almost immediately \$25,000,000 to be expended under the supervision of the gang's creatures, the city officers of Philadelphia. The possibilities of the situation are readily apparent.

The newspapers of Philadelphia, except those that are absolutely controlled by the gang, were among the first to point out the possibilities of the situation, and they raised a racket that is going yet. They have succeeded in so arousing the citizens of Philadelphia that almost every issue of the Philadelphia newspapers contains one or more signed communications from citizens who recommend such mild correctives as "hanging," "tar and feathers," "riding on a rail," etc., for any councilman who dares to support the scheme. Citizens through the chambers when the councils meet, and they are so earnest that the gang, once so scornful, has not yet dared to put the deal through. Citizens committees have been formed, and the wealthy men of Philadelphia are pledging their millions to defeat the steal.

Whether the awakening will be permanent cannot be determined as yet, but there can be no doubt that just at this time Philadelphia is one of the most thoroughly alive cities in the country. Lincoln, Steffen's characterization of the city as "corrupt and contented" does not apply now. Philadelphia is still corrupt, but it is no longer contented, and the situation is full of hope for those who have been victims of that unscrupulous gang for so many years.

MOTOR CAR TRANSPORTATION.

City transportation experts on both sides of the Atlantic are deep in a discussion that has been brought about by the high development of motor cars during the past few years. Some of the more enthusiastic advocates of the motor go so far as to predict that the time is not far distant when the trolley car, with its specially prepared track, will be driven from the streets.

It is pointed out that a motor car needs no track other than a good road, no poles or wires, no third rail. The motor is able to pick up its passengers in any part of the street, is capable of almost any speed on good pavements or roads and, in case of a breakdown, no general tie-up would follow. Low cost of installation and operation are also urged in behalf of the motor. Several of the larger European and American cities already have motor car systems in successful operation. On this side of the water they have not, as yet, become formidable rivals of the trolley car and are not likely to seriously affect the electrical systems for many years. As sight-seeing vehicles, provided for special trips, they appear to possess special advantages because of their greater freedom of action, but important changes will be necessary before they will be able to supplant the cars that travel on rails.

One great obstacle is the lack of pavements, especially in the smaller cities. The heaviest street car patronage comes from the suburban districts, where pavements are scarce and where, during the periods when mud abounds, the motor cars would make a poor showing against the trolley cars. Pavements or hard roads would be essential to successful competition with the electrical lines, and it will be many years before good pavements and good roads will be found in the suburbs of most of the smaller American cities.

The disappearance of surface tracks, with their attendant nuisances, such as overhead wires, unsightly poles, etc., would be most welcome, and in cities where the streets are narrow the absence of car tracks would be of great benefit to various classes of traffic. But the lack of pavements is likely to keep the street car in existence for a long time.

THE BLESSING OF CHILDREN.

Mrs. Arthur M. Dodge, president of the New York Federation of Day Nurseries, addressed the Eastern Public Educational association the other day in Richmond, Va., and in the course of her address declared that "the absolute capacity of a woman for taking care of babies is eight, and she ought never to have more than six."

While the declaration is a little obscure in that it might be accepted as an attack on the Rooseveltian theory of wholesale child-bearing, it comes from a woman who had exceptional opportunities for observation in the day nurseries of a great city. Probably Mrs. Dodge is right so far as her statement applies to the classes who patronize day nurseries and are not usually the most thrifty of mothers nor able to employ help in their domestic affairs. But if she meant to generalize and limit all families to six children there is room for debate.

Unfortunately, the people who are best able in a worldly sense to support large families evade their responsibilities and are so occupied with material things that the care of children is too often regarded as an unwelcome burden rather than the great blessing it should be to any father and mother. The proper care of a family involves self-sacrifice, anxieties, denial of personal comfort and sometimes privation, and too many fathers and mothers prefer their own selfish pleasures to the higher duties of fatherhood and maternity with the compensating happiness and enjoyment that come with the larger families.

With the discussion of the subject there is apparently a swing of the pendulum away from the selfish view and toward a realization of the fact that the man and woman who deny themselves that they may rear a large family rightly have their reward many times over in the waning years of life when the sunshine of boys and girls in the home is well worth all it has cost, and more.

OPINION UPON RAILWAY RATES

Resolution Adopted by International Railway Congress.

SOME TECHNICAL SUBJECTS

CONCLUSION REACHED REGARDING LOCOMOTIVES.

Washington, May 14.—The conclusions adopted by the International Railway congress which closed its seventh session here yesterday were officially announced today. The most interesting of the conclusions related to railroad rates on which, after a prolonged discussion in which every country in which railroads are operated, was represented, the congress unanimously expressed its conclusions as follows:

"Tariffs should be based on commercial principles, taking into account the special conditions which bear upon the commercial value of the services rendered. With the reservation that rates shall be charged without arbitrary discrimination to all shippers alike under like conditions, the making of rates should, as far as possible, have all the elasticity necessary to permit the development of the traffic and to produce the greatest results to the public and to the railroads themselves."

These conclusions were ratified at the close of the session, after President Roosevelt's speeches had been a topic of discussion and two days after Secretary Taft had given an address at the banquet of the congress.

Experiments Urged.

Regarding methods of treating railway sleepers chemically or otherwise to protect them against deterioration and destruction by wear and by the elements and in the way of leading to draft on the country's forest supply, it was determined that some method of preserving sleepers was desirable, and it was urged that careful records of experiments should be kept.

With regard to locomotives the conclusion was that "the power of locomotives is more limited in Europe than in America, owing to the lower altitude of weight per axle. European engineers generally agree in thinking that compounding admits of the construction of engines giving a maximum of power and economy."

Heating Trains.

There is a tendency to extend the use of steamheating in many countries, the congress found. To obtain sufficient heat for long trains when the temperature is particularly low it was deemed advisable to use special pipes or to mix compressed air with the steam.

Light railways (branch roads) merit in the highest degree the attention of public authorities. The report concludes: "Their construction makes it possible to encourage the development of the remotest districts which have previously remained in the background, and it is accordingly not only the intent but the duty of the governments to assist them. It is desirable to employ only modern types and old methods of construction, operation and regulation, but to introduce every facility possible, adaptable to local needs and available resources. It is also desirable that state, government and local authorities should accord to light railways, either under the form of subsidies, relaxation of requirements or other methods of assistance, the support which they need for construction and operation, so that all parts of the country may be adequately served."

Deserted Many Women.

Police records show that Ward had left a trail of deserted women even before he appeared in Denver in 1903. He posed there as a wealthy railroad contractor and claimed that he owned a fine rooming house at Tacoma. In "Tripple Creek" he seduced Mrs. Mary P. McLean out of \$175 by selling her some property that did not belong to him. On investigation she found she had been tricked and she followed him to Denver. Ward evaded her there and in the meantime made her acquaintance of Miss Ella Jaquette. In order to evade Mrs. McLean he told her of his desire to go to Colorado, under pretense of putting her in charge of his rooming house there. On the way he secured possession of \$500 which Miss Jaquette had given him. Later he pretended to receive a telegram which called him immediately to Salt Lake City. So he gave her a bogus pass to Denver and left for Salt Lake.

Two weeks after his arrival in Salt Lake he made Miss Fox, proprietor of the Eagle house, believe that he was a wealthy railroad contractor and worth \$1,000,000. They were married by Bishop Scanlan on Feb. 10, 1901, and gave a wedding supper at the California cafe.

After the wedding a few days later Miss Fox was told several hundred dollars which she had loaned him. A telegram came to the police department to arrest him, and he fled. Ward was arrested in Salt Lake City on June 1, 1901, and was committed to the county jail. He was released on \$25 for bail.

Since he left Salt Lake in 1901 he has never been heard of, but according to stories that come from that source, Ward has added a dozen more women to his list of victims, and in one of two cases has secured considerable money.

Music and Drama

The testimonial to Phil Margetts will be given at the Salt Lake theatre tonight, at eight o'clock. The program is expected to be in line at the office this morning to secure seats. The program includes a number of our musicals, as the list will show, and Phil will play his violin in "The Corner." The old theatre should be packed to the doors as a tribute to this old actor who in days that have gone did so much towards making laughter take the place of tears, and to him who did for him. Get out the R. O. sign.

An interesting dramatic event will be the engagement of Nat C. Goodwin in the city at the Salt Lake theatre, beginning Thursday night. Interesting, first, because it is an honor to have American's best known comedian play in this city; and, second, because when he plays here he will present one new play and several of the best of his old ones. Of the new one we may expect much, that of an up-to-date-minute man of affairs, who has a motive for everything he does, and who is a first-class actor at the proper moment. The play is a comedy styled "The Usurper," and gives us a chance to see the best of Nat's genius, both in comic situations and pathetic climaxes. The piece will be played with the usual Goodwin lavishness. Everything used behind the footlights will be brought along, even to a handsome and elaborate tableau, curtain. A "Gilded Fool" and "An American Citizen" are the bills for Friday and Saturday nights.

The Mack Swain Theatre company, which opens the last week of its present engagement at the Grand theatre tonight, has given a fine line of plays, and the people of Salt Lake have shown their appreciation by the large audiences that have attended the performances. The plays have been well handled by the company. "Out of Darkness," a modern society drama, the first half of the week, and one of the greatest of all melodramas, "The Sidewalks of New York," the last half, will be regular Wednesday and Saturday matinees.

MAKES WOMEN HIS VICTIMS

Man With Penchant For Marrying Under Arrest at Los Angeles.

LONG CRIMINAL CAREER

ONE OF THE DELUDED ONES LIVES IN SALT LAKE.

M. L. Ward, the hero of numerous love-making escapades and marriages, having been arrested in Los Angeles for having several wives without going through the formality of a divorce. He has just finished a term of fourteen months in prison for swindling.

Ward married Miss Mary Ann Fox of Salt Lake, and a few days later she was left in poverty and broken-hearted. Chief of Police Hilton to release him from the county jail, he will undoubtedly be convicted this time. He was arrested in Ogden and brought back to Salt Lake by Sheriff McLean. Ward was also held in custody for the Denver officers, who wanted him for deserting Miss Annie McCarty, a Canadian girl whom he had married there. Afterward Miss McCarty committed suicide in her room at the Warren hotel when she learned that Ward had married Miss Fox in Salt Lake. He was held here for over two weeks, but the officers sent a telegram to the authorities to release him on account of lack of evidence.

Police records show that Ward had left a trail of deserted women even before he appeared in Denver in 1903. He posed there as a wealthy railroad contractor and claimed that he owned a fine rooming house at Tacoma. In "Tripple Creek" he seduced Mrs. Mary P. McLean out of \$175 by selling her some property that did not belong to him. On investigation she found she had been tricked and she followed him to Denver. Ward evaded her there and in the meantime made her acquaintance of Miss Ella Jaquette. In order to evade Mrs. McLean he told her of his desire to go to Colorado, under pretense of putting her in charge of his rooming house there. On the way he secured possession of \$500 which Miss Jaquette had given him. Later he pretended to receive a telegram which called him immediately to Salt Lake City. So he gave her a bogus pass to Denver and left for Salt Lake.

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ARRESTED FOR LARCENY.

Emile Caron Taken Into Custody For Stealing \$60 and Two Diamonds.

Emile Caron was arrested last night for stealing \$60 and two diamonds from the residence of L. Pape, 233 East Second South. Caron was residing in a room there of Mr. Pape and had been given the money and diamonds. He telephoned the police and told them he suspected Caron of taking the money and jewelry. Caron was arrested later by Detectives Raleigh, Shannon and Sergeant Hempel. They brought him to the police station and he finally told them where he had hid the money and diamonds in his room.

A complaint will be filed against him, today on the charge of petit larceny.

PERSONALS.

John E. Hansen has returned from Minneapolis.

J. J. McCallister has returned from Minneapolis where he gave a number of organ recitals.

Dr. G. R. Fithian, formerly connected with St. Mark's hospital, is visiting in Salt Lake friends for a few days. Dr. Fithian is enroute to Seattle.

Russell Lowery, night editor of the Associated Press, has returned from Gibson City, Ill., with his bride. They are at home at First and K streets.

INCREASE GRANTED.

Washington, May 14.—The strike of the 14,000 agricultural laborers in Porto Rico has ended, according to a cablegram received today by President Gomez of the American Federation of Labor, from Santiago Iglesias, the organizer of the federation. The cablegram reads:

"A recent mail report received by Mr. Iglesias announced that at that time 8,000 of the 14,000 who went on strike four weeks before had secured 20 per cent increase in wages and a nine-hour day."

In Memory of Charles F. Keith, whose funeral will occur this afternoon, the store of Keith-O'Brien Company will not open its doors today

IN THE PRESENCE OF HIS FATHER

Willard J. Jones Fires a Bullet Into His Brain.

DROPS TO THE FLOOR DEAD

ILL AND UNABLE TO WORK FOR SIX MONTHS.

In the presence of his father Willard J. Jones, 23 years of age, committed suicide about 1 o'clock this morning by shooting himself through the head with a revolver in his room at 73 South State street. His father, Willard T. Jones, agent for P. W. Madison, went to his son's room and commenced talking to him about his companions and the kind of a life he was living. The young man got out of bed and commenced walking up and down the floor. A moment later he stepped to the dresser drawer and took out his revolver.

"You needn't worry about me any longer, father," he exclaimed.

He placed the muzzle of the gun to his forehead and pulled the trigger. His father had been watching him until he spoke, but before he could reach him the young man fired. He dropped to the floor instantly, and when the father was kneeling beside him the door was closed and the father was left with his face buried in his hands. The self-murder was promptly reported to the police station, and half an hour later the body was removed to Evans' undertaking parlors.

- Ill For Six Months.

The young man was a barber by trade, but for the past six months he had been ill and unable to work. For awhile he drank considerably and lost two or three positions he had in some of the barber shops in Salt Lake. His father has been employed at P. W. Madison's furniture store for several years, and his mother is now living in Idaho. His parents are separated and he was the only child they had.

The bullet went through his brain and lodged against the back of the skull, killing him instantly. It was decided that no inquest will be held over the remains.

A telegram was sent to the mother of the young man in Idaho last night, telling of his death, and the father is awaiting a reply before the body will be buried.

FUNERAL NOTICE.

The funeral services over the remains of Willard J. Jones, son of Willard T. Jones, will take place Monday at 2 o'clock, from the Twentieth Ward mortuary, to the Salt Lake City cemetery. The remains can be viewed from 12 until 12:30 at the residence of James Evans, 215 P street, Sheriff's Lane of Ogden is an uncle of deceased.

RECEPTION TO FACULTY.

On Tuesday afternoon a reception will be given at the Alpha Phi fraternity house to the faculty of the University of Utah. The reception is for the faculty and students of the University of Utah.

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OGDEN NEWS

Office, 2484 Washington Ave.

Ogden, Monday, May 13.

KILLED BY A BLAST

Joseph Lawler Meets Death at Edison Tunnel on Union Pacific Near Laramie.

Joseph Lawler, foreman for the Utah Construction company at the Edison tunnel work on the Union Pacific, was killed by a blast yesterday afternoon, and the body was brought to Ogden, arriving this afternoon.

The information was conveyed to Ogden in a message to the Construction company from Rodney Tyler, bookkeeper of the company at the tunnel work. Lawler had lighted a blast, which failed to explode. He went back to the tunnel, and just as he reached it it exploded, killing him. Mr. Lawler was in charge of the construction of the Edison tunnel, and was a trusted, energetic and capable young man. He leaves a wife, who is present in Ogden. Another brother, H. Lawler, is also in the employ of the Utah Construction company.

CHAMBERS CONFESSES.

Man in Jail Tells About Stealing Conductors' Hats.

C. C. Chambers, one of the three men confined at the police station under suspicion of burglary, yesterday made a confession saying that he, together with P. J. Maloney, one of the other men, broke into the Police Station, and stole a number of conductors' hats and other pieces of uniform. Chambers says they took the stuff to Salt Lake and sold it. Captain Brown will go down to Salt Lake today and endeavor to locate the stuff. Maloney denies being implicated in the affair. The other man arrested was William Sullivan.

Washout Delays Trains.

On account of a washed out bridge at Grand Island, Neb., Union Pacific trains were 1 and 2 hours delayed yesterday. A scheduled to arrive in Ogden at 2:40 a. m., came in, but was made up at Cheyenne. It is expected that trains beyond Grand Island will arrive in Ogden before this evening.

Ogden Briefs.

Joseph S. Peery will entertain Wednesday, Monday, in honor of Miss Louise Peery.

J. E. Beck, brother-in-law of William D. Hughes, died yesterday at his home near Salt Lake, of meningitis.

M. L. Jones left Saturday night for the east and will sail in about ten days as a missionary.

A bank book, with the name of Ann Aime, was picked up in Ogden yesterday. The book showed that the owner had something over \$1000 on deposit in the Zion's Savings bank. It was left at the police station.

George Wheelwright left yesterday for Denver on business connected with the Wheelwright Construction company. This company has the contract for putting in a culvert, stone culvert, on the Rio Grande Western, and Mr. Wheelwright will supervise the work.

A. J. Britt and A. W. Kershaw were arrested last night by Deputy Sheriff Sebring, charged with fast driving in Ogden canyon. Sebring observed the boys with the aid of an automobile belonging to County Commissioner Oscar Madison, who participated in the chase.

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